



# NORTHSTAR NEWS



VOLUME 35

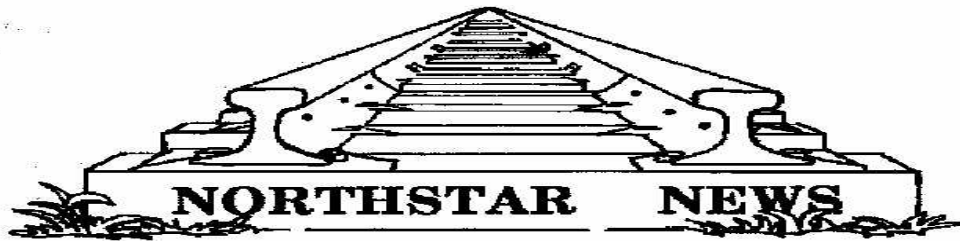
NUMBER 5

MAY 2004



NP GLOSTER DEPOT, GLADSTONE, MINN. ABOUT 1940





## Northstar Chapter National Railway Historical Society

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Dear Northstar Chapter NRHS Member--

We would like to invite you to join us at the convention for 5 fun-filled days of railroading in Minnesota. All events have limited space available so please order now. Events range from the Minnesota Zephyr dinner train, a tour of the Lake Superior Railroad Museum and train ride to Two Harbors and back, a tour of the Minnesota Transportation Museum and a ride on the Lake Harriet Streetcar line, a night photo session, seminars, a banquet, a ride behind double-headed steam along the Mississippi river, to a ride and picnic on the Osceola and St. Croix Valley Railroad. These are all events are fun to participate on your own, and they are even more fun when you are riding along with a trainload of people also interested in railroads! Thank you, and we look forward to seeing you at the convention.

The Rails to the Northstar 2004 NRHS  
Convention Committee.

### North Star Chapter Membership Information

Yearly dues are \$32 (this includes \$20 National dues and \$12 Northstar Chapter dues, plus \$3 more if you would like a family membership) made out to: Northstar Chapter, NRHS. Mail it to treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118, or stop by one of our Saturday meetings and see what we are about.

### May Meeting Notice

The May meeting will be held at the St. Paul Fire Training Center on **Saturday, May 15**, at 7 o'clock pm. The program will be slides taken by Dawn Holmberg of the trip to the Spring Board of Director's Meeting in Altoona Penn. Should Richard Prosser be available, some of his collection will also be shown.

### Credits

Last months cover and inside pictures were taken by Dawn Holmberg on the trip to the Spring BOD meeting.

This months cover is a 1985 drawing by John Cartwright of the Gladstone Depot in present day Maplewood, near Frost and English Streets.

## Life and Death of the Gloster Depot

Let's start about 1942, because that's when I can remember the vivid details better.

The Gloster Depot was manned twenty-four hours per day (three tricks). Three freight railroads ran through Gloster. The Soo Line crossed the NP line to Duluth and the CMStP&P had trackage rights over the NP. Both the NP and the Soo Line ran two passenger trains each. The NP went to Duluth and the Soo Line ran to Chicago. Soo Line #1 often picked up passengers for St. Paul, and on flag, #2 and #6 stopped for East-bound patrons. NP #66, on Saturday night, often had ten or more passengers from St. Paul, who got off at Gloster. In fact, the train stopped on Frost Avenue, rather than at the depot platform, and the brakeman put the stepbox right on the concrete pavement to avoid having the passengers walk back to Frost Avenue on the old dirt road running to the Gloster station. Not many tickets were sold at Gloster, but the poor conductors had to punch out many cash fare receipts. Railway Express was also handled at the depot.

The operators at Gloster had a unique set of manual gates they operated. The gates blocked either the NP or the Soo Line, depending on which way they were thrown. The NP block signals went red when the gates were against their main line. The Soo Line had no block signals. At one time, the operators tried to time-slip extra pay for changing the position of the gates, but the railroad won that argument. These gates can be seen in John Cartwright's drawing of the Gloster Depot.

The Milwaukee freight train, in the days of steam, had three helpers coming up the hill by Seeger's Refrigerator Company and the Hamm's Brewery. Two helpers were on the front and one was on the rear of every Milwaukee freight train. These helpers cutoff at Gloster and returned to Pigs Eye Yard via the West bound track. The NP was double tracked from St. Paul to White Bear Lake in those days. The Milwaukee used two 282 steam engines for both helpers and road engines. Once in a great while, a 4-8-4, similar to the 261 came as a helper.

The NP ran all of their freight trains via the Soo Line from Mississippi Street Yard to Gloster, to avoid using helpers and the steep hill used by the Milwaukee. East-bound NP freights received a clearance card and a register check at Gloster to get onto their main line. West-bound NP freights received Soo Line train orders. Even

the regular timecarded NP freights had to receive a register check train order at Gloster.

Occasionally, NP passenger trains ran via the Soo Line when the main lines of the NP were blocked between Gloster and St. Paul. The East-West designation of the NP trains was revised after the BN merger.

Many extra freight trains were ran to Duluth, both on the NP and the Milwaukee. All grain moved in boxcars, and the fall grain movements to Duluth kept the operators busy with extras. A switchtender was employed at Gloster to cross over the Milwaukee helpers, and to line the switches for the non-stop NP trains from the Soo Line to their main to Duluth. He worked an odd shift to be on duty at night when most of the trains moved.

Anything before 1942 was history to me at that time. I was told of the former St. Paul & Duluth (NP) shops, which were closed, and the A. Guthrie & Co. had occupied the buildings. Earlier, the WC only ran to Gloster and used the StP&D. It joined the St. Paul & Duluth near Frost Avenue. Both the NP and the WC had depots at Gloster then. After the NP depot was moved from Frost Avenue to the SE quadrant of the crossing, the WC's (by then the Soo Line) abandoned depot burned to the ground.

Now, move forward in time. First, all passenger trains were removed. The NP tore out one of the double tracks. Then the depot was closed, and Soo Line train crews had to operate the manual gates through Gloster. The gates always blocked the Soo Line, except when their train crews moved them. The Soo Line went only to North St. Paul in those days. Then the Soo Line tore out their tracks. The NP sold the dipot to the highest bidder for the salvage umber, including the planks on the platform. At that time, more trains than ever passed Gloster on the old NP Skally Line. The Soo Line (using Milwaukee trackage rights) the UP (running via the BN because they had abandoned their former C&NW Duluth line between St. Paul, Spooner, Wisc. And Duluth), DW&P run-throughs to Chicago from Canada, and BN locals all came through Gloster.

Finally, the depot was removed, plus the old NP Skally line. Now there is nothing but the Gateway Trail and the Vento Trail crossing at the Gloster site. No more railroads go through Gloster (Gladstone area) anymore.

By Marvin Mahre, member #1350.

## Hiawatha Light Rail to Open June 26

Service will be from downtown Minneapolis to Fort Snelling

ST. PAUL--May 3, 2004--Light-rail service will begin in the Twin Cities on Saturday, June 26. Service on the Hiawatha line will be available between the Warehouse District/Hennepin Avenue in downtown Minneapolis and Fort Snelling, with the first train departing southbound at 11 a.m., following grand opening ceremonies.

The full alignment with service extended to both airport terminals, Bloomington and the Mall of America will open in December as originally planned.

"The June opening marks 50 years -- to the month -- that the last streetcar operated in the Minneapolis/St. Paul region," Bell said.

While grand opening events will be announced later, Bell said rides on the light-rail line -- and on all Metro Transit bus service -- will be free on June 26 and June 27 to acquaint residents with train service. Bell said the pace of light-rail testing will increase dramatically as opening day nears.

"As we move closer, trains will begin operating around the clock," he said. "The light-rail system is designed to be safe and our staff is focused on that effort. But safety is a partnership. It will take an awareness and commitment from all of us who drive and walk near the line to ensure safety."

The first phase of Hiawatha service spans eight miles and 12 stations. In December the line will grow to 12 miles and 17 stations. Rides from downtown to Fort Snelling will take 23 minutes.

Contact: Bonnie Kollodge at 651.602.1357 or Bob Gibbons at 612.349.7509

Taken from:

[http://www.metrocouncil.org/news/2004/news\\_437.htm](http://www.metrocouncil.org/news/2004/news_437.htm)

## Minutes for the March 20, 2004 Northstar Chapter, Membership meeting.

**Vice president Doug Johnson** called the meeting to order at 7:05 pm. Marty Swan moved and John Goodman seconded approval of the February 2004 meeting minutes, as published in the Northstar News. There were 30 in attendance.

**Treasurer Joe Fishbein** reported that we had a few pennies of interest income for the checking account, and \$105 in newsletter expenses. This leaves \$3304 in the checking account and \$3240 in the Grand Trunk Western fund. We had 86 members last year, 77 of which have renewed. Nine have not renewed. The National will be sending out final renewal notices on Monday. Cy Svobodny moved and Marty Swan seconded approval of the report.

**National Director Marty Swan** reported on the Officer changes on the National's Board of Directors. Secretary Bruce Hodges resigned. Barry Smith resigned from being Vice President to take over as Secretary. Bulletin Editor Jeff Smith is now also the Vice President. Marty will be going to Spring Board of Directors' meeting in Altoona, Pa. in a few weeks, as well as the summer BOD in St. Paul. Marty isn't planning to attend the Fall BOD in Utica, NY., so if anyone is interested in representing the Chapter, see him.

To commemorate the 150<sup>th</sup> anniversary of Horseshoe curve, a group in Altoona, Pa. is planning to illuminate Horseshoe Curve with modern flash equipment on July 4<sup>th</sup>.

**John Goodman gave the Trip Chairman report.** The Union Pacific will not be able to come to our convention due to equipment constraints. The Twin Cities & Western railroad hopes to have their insurance situation resolved by the fall.

**Dan Meyer gave the National Convention report.** The registration booklet is at the printer now. There was a problem with the printing, so it should be done on Monday. The final convention schedule: Tuesday evening is the trip on the Minnesota Zephyr dinner train. Wednesday is the Duluth Museum tour and the railfan sites of the twin cities alternate tour. Thursday is the Minnesota Transportation Museum tour or Hiawatha LRT tours, as well as the meet the officers and night photo session. Friday will be railroad seminars, swap meet, business meetings and Banquet. The banquet speaker will be Andrew Sheldon. Saturday is the big trip on the doubleheaded steam trip with CP #2816 and Milw. #261 down the river to La Cresent, Mn. and back. Sunday is the trip on the

Minnesota Transportation Museum from Withrow to Osceola to Dresser, WI and back, with photo runbys and a picnic lunch in Dresser. Dan and De Smith Lundeen had volunteer signup sheets. We have committed to buy tickets from the #261 group for the Saturday excursion. We will sell them at a slightly lesser price, and include a box lunch and bus transportation to and from the hotel and train. We have looked into other trip possibilities, but there are insurance issues or prohibitive transportation costs.

De Smith Lundeen is in charge of **volunteer staffing**. She encouraged people to sign up and to buy tickets for events.

**Old Business:** Dennis Loudon reported that the Holiday party is scheduled for the first Sunday in December—the 5<sup>th</sup>—at Mancini's at about 4 pm. Prices will be available in July. Prices should be about the same as this past event.

Kurt Peterson found out that the rumor was false of the GTW steam engine at Bandana Square being sold to a scrapper.

**New Business:** Glen Holmberg brought some extra newsletters to the meeting. Dennis Loudon announced that he is looking for slides of the 1965 St. Paul flood for the chapter CD.

There were no guests at this meeting.

Glen Holmberg introduced Greg Smith, who was helping Roger Clark give the program.

John Goodman and Hank Peterson talked about the **Soo #2719 steam engine** being sold to an organization in Montana, and that it was recently shipped there on a flat car. Current information is that plans are to convert it to roller bearings and oil firing at the Livingston shops for trips on the Montana Rail Link. There is no information on the future of the ex-Algoma Central coaches. The Union Pacific is planning on tearing down the roundhouse in Altoona, Wis. this April.

**Roger Clark** presented a slide program from his personal collection of Minnesota Railfans' trips in the region.

John Goodman moved and Dennis Loudon seconded to adjourn the meeting. Meeting was adjourned at 7:30pm.

## Minutes of the April 17, 2004 Membership Meeting

The meeting was called to order at 7:07 p.m. by **Vice-president Doug Johnson** in the St. Paul Fire Department Training Center with 21 members and guests present. The minutes of the March 17, 2004 membership meeting were not ready in time for publication in the April 2004 issue of Northstar News. It was moved, seconded, and carried for approval of those minutes to be tabled until the May meeting.

**Treasurer Joe Fishbein** presented his report. Cash in checking account on March 1, 2004 was \$6,544. Income during March was less than \$1 in checking account interest and \$466 in dues and donations, for total March income of \$466. Expenses during March were \$286 in dues payments to NRHS national office and \$125 in News-letter expenses, for total March expenses of \$411. Cash in checking account on March 31, 2004 was \$6,599, of which \$3,359 was in the General Fund and \$3,240 was in the 8327 Restoration Fund. Total chapter membership is 86, of whom 78 have renewed for 2004. A motion was made, seconded, and carried to approve his report.

**National director Marty Swan** reported he had attended the spring NRHS Board of Directors meeting at Altoona on April 4th. Barry Smith was voted in as the new Secretary and Jeffrey Smith was voted in as the new Vice-President. Progress is being made on the 25 and

50 year membership recognition program. NRHS Bulletin editor Jeffery Smith said the issue #4 was going to press. They are starting an extensive advertising campaign for NRHS. The grant program is making \$32,000 in awards. Problems with the membership program are being resolved. Final notices will be sent out soon to those who have not renewed their membership. Marty said the NRHS had \$2,214 in merchandise sales. The Regional Vice Presidents met - one of the main things they talked about was future national conventions, as there are none lined up after Portland in 2005. Marty also talked about Rail-camp and mentioned they are seeking suggestions for by-law revisions.

We have lost two chapters. There are problems with the Alco Historic Photos program - legal action may be needed. The lease on the NRHS national office space in Philadelphia was extended. There was a report on the income from the 2003 convention in Baltimore. Dan Meyer gave a presentation on plans for the 2004 con-vention in Minneapolis. No one was present to represent the 2005 convention in Portland. Future Board of Directors meeting locations were announced.

**Trip director John Goodman** had nothing to report on trips. Amtrak trains between the Twin Cities and Chicago will be re-routed over the BNSF from Monday, April 26th, to



Wednesday, April 28th, due to a bridge replacement project at La Crosse. There will be a major rework project on CSX tracks south of Richmond, which will last 5 or 6 weeks. The California Zephyr will be rerouted on UP tracks on selected days.

**Convention chairman Dan Meyer** reported that he went to Altoona for the NRHS BOD meeting. We are sold out of First Class seats on all trips where we have that option available, but we still have plenty of coach seats. We have a good pool of helpers lined up, but we can use more. Those willing to help should see De Lindeen. The vendors will supply car hosts for the train trips, but we need bus hosts. We need help now answering inquiries - those willing to help should see Dan Meyer

Someone who will be attending the convention needs a place to board 3 dogs. Anyone know of a **suitable kennel** near Minneapolis?

**Old Business** - Restored Soo Line engine #2719, which had been stored at the soon to be demolished Altoona roundhouse, is getting ready to leave for Montana. Dennis Loudon said he saw

it under steam recently. Kurt Petersen contacted Bandana Square about the rumor the 8327 steamer displayed there would be scrapped.

**New Business** - Glen Holmberg said that he had problems with the newsletter. Glen gave thanks to Marty Swan, Dawn Holmberg, and CP Rail for items used in the latest issue. The minutes of last month's business meeting will be in next month's issue. Glen said that he had copies of this month's issue here tonight for some of those who didn't get theirs in the mail. The remaining copies will go out in the mail.

The question was asked if there were any new or prospective members here tonight - there were none.

**Tonight's program** will be videotapes of former Great Northern lines in Montana (now the BNSF,) The Birth of Horseshoe Curve, and Where the Eagles Fly (an excursion railroad in West Virginia.) Adjournment was moved, seconded, and carried at 7:28 p.m.

Respectfully submitted, **David Norman, Secretary**, Northstar Chapter.

Northstar News  
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ADDRESS CORRECTION REQUESTED